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offices with windows toward the wharf, which runs down to the middle of the pier, "Centre street." The third story can be used for storage of barrels, salt fish and the miscellaneous gear of the industry. It includes a dressing and lunch room for the employees.

On the T wharf of today the plague of the press of teaming, push-carts, ice wagons, delivery vans from the provision houses and dray loads of backed up for shipping. To wind among the teams on a business errand and the catch a wagon pole in the middle of the back, nor lose a toe under the stale dock water, has been the lot of T wharfsters. On the smooth pavement of Centre street, and the granite flooring of the water front of the new pier there will be elbow-room for double the present teaming, and that teaming will be reduced by almost half. Up the tracks of Centre street backs the string of "empties" for the daily "fish train" (the fastest freight train in the city), which rolls to New York in six or seven hours. This train, which was always left from the New Haven wharf, has necessitated heavy teaming duty. Now it will be laden at shop doors.

The other vexation of the old wharf has been the ice carts. They were forever creating Uncle-Tom's-Cabin-like scenes beside the caplog blocking the holds of schooners against the next trip. Wayfarers, stopping enough chilly puddles, were obliged to look sharp and be ready to bound several feet into the air, hurdling a hundred-pound ice cake which came tumbling toward their toes. It was humiliating sport, but now and then a player lost his leg in the game. On the new wharf all ice will be delivered across the roofs of the buildings, and its crushed form drop down shafts from the roof to the first floor. It will be delivered to the vessels in the same way, oddly, it keeps better angled than whole. This will eliminate the wharf space, as well as all the time and labor spent at individual ice-hauling in the separate establishments. The hauling of packed fish to the markets, to the North station for destinations in northern New England and the Middle West, of course remains.

#### Fishing Schooner Beside Liner.

The new wharf will bring, side by side, the utmost extremes of our harbor shipping. At the new Commonwealth Pier the steamships of the Transatlantic-American line — gigantic vessels of steel, powerful, swift, floating communities between one continent and another, relatively the newest, development of merchant marine architecture. In the same slip of dock-water will be the vessels of at once the oldest and the newest type of craft on the New England coast. The fishing schooner is the lineal descendant of the vessels in which our pre-revolutionary forefathers won the sea training which taught them how to outmaneuver the proudest navy of the world. From the "pinky" with her wind-masted stern to the most advanced model of "knockabout" is an unbroken development, and while the difference between transatlantic steamships and fishing schooner is dramatic between old and new, the schooner, in its own kind, represents quite as much a development as the steamship. It is no more the vessel that was used for a fishing schooner in the days of the Cleveland or Cincinnati than those clumsy side-wheelers were of those old transatlantic duty in the period.

#### Its Dignified Architecture.

The clustered, grouped brick buildings of the new fish wharf, even unfinished, are surprisingly ornamental, thanks, probably, to the dexterity of their architect, Henry F. Keyes, who has decreed that merely because an establishment is primarily for us is no reason for creating it ugly as well, and, furthermore, that to achieve ornamental effects does not necessarily incur the expenditure of large sums on ornate gingerbreadery. The dignity of these buildings resides in their lines and in their proportions, yet dignity is theirs, in such measure that, seen in groupings they seem more like exposition buildings for a permanent world's fair than humdrum marts of trade. Centre street, wide, flanked with the rows of stores, and terminated by the Administration Building, with a mask of Neptune glowering down the vista from the keystone of "Court of Honor" appaerall for a working day.

With the fish business into South Boston migrates the whole industrial community tributary to and from it. At the inner end of the dock on land belonging to the Boston Fish Market Corporation are building a row of stores for the shellfish dealers, fronting on Northern avenue, and approached by a wharf in the rear. Opposite these, across Northern avenue, also on corporation land, are building stores for the restaurants, the tailor shops, the chandlers, the grocers, a bank, and more than one saloon, showing that the liquor traffic follows the waterfront, as increased rents follow a rise in wages. The corporation commendably proposes to have that traffic under such conditions that it can be regulated by its own authority.

#### Heirs Apparent to T Wharf.

Who will be heir to the old T wharf? It was offered to the directors of the port last summer for \$600,000. They, being committed to policies with which, this property was not immediately adjustable declined the offer. Last June the mayor suggested to the port directors that they acquire the wharf for a public landing and recreation pier. This the directors, as a body created to increase the commerce of the port, did not feel authorized to do, although it was felt that if the property could be used in some combination of the commercial and the public purposes, the central location of the wharf, adjacent to the intersection of the various transportation lines, would be an unrivalled spot for such uses. In its present condition, once the fish dealers have vacated it, the wharf is useless for any food industry. The dealers themselves are frankest to acknowledge its filth and decay. The obvious and probable future of the property is as a freight shed and passenger terminus for some coastwise steamship line. It chances that in the month of its abandonment by the Boston Fish Market Corporation, the United Fruit Company is said to be beginning a weekly service from Boston to Panama, bringing hither several of its largest steamers. If this is done, the casual observer cannot see how the company can squeeze more vessels between Long and Central wharves without navigating Atlantic avenue or mashing the old steamer City of Gloucester. Among the guesses as to the future of T wharf, the United Fruit Company as tenant is as plausible as any.

## FIRST FLITCHER ARRIVES HOME

### Senator Brings Fair Trip—Steamers Land 800 Barrels Bluebacks.

Sch. Senator, Capt. Axel Laager, the first of the flitchers to reach home, arrived here yesterday afternoon, after a trip of several months up north.

Weather of the worst kind, which greatly hindered fishing operations was encountered, although in spite of the handicap, Capt. Laager and his men managed to secure a fair trip, bringing home 115,000 pounds of flitches, beside some salt cod and several barrels of salt halibut fins.

This morning, two of the halibutlers are here, schs. Selma and Elk from that region which the halibut fishermen have termed the "Scandinavia ground."

Other arrivals include two of the seiners down from Boston with salt mackerel fares and sch. Senator Gardner, Capt. McDonald from Port Daniels, N. F., with a cargo of salt cod for the Gorton-Pew Fisheries company.

The "smoke" boats struck some nice hauls of bluebacks yesterday in the bay and during the afternoon and early evening, some 800 barrels were landed at the Fort. Some sold for bait, while a number of barrels were shipped to Boston and the remainder to the freezer.

#### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Senator, Davis Strait, 115,000 lbs. flitched halibut, 15,000 lbs. salt cod, 45 bbls. salt fins.

Sch. Arthur James, via Boston, 106 bbls. salt mackerel.

Sch. Elk, Cape Shore, 15,000 lbs. fresh halibut, 50,000 lbs. fresh fish, 7000 lbs. salt cod.

Sch. Selma, Cape Shore, 8000 lbs. fresh halibut, 80,000 lbs. fresh fish.

Sch. Azorian, shore, 5000 lbs. fresh pollock.

Str. Whiteaway, via Boston.

Str. Orion, via Boston.

Str. Anna T., via Boston.

Str. Naomi Bruce, via Boston.

Str. Mary F. Ruth, via Boston.

Str. Lois H. Corkum, via Boston.

Str. F. S. Willard, via Boston.

Str. Joanna, via Boston.

Str. Independence, seining, 130 bbls. fresh bluebacks.

Str. Bessie A., seining, 130 bbls. fresh bluebacks.

Str. Joppaite, seining, 170 bbls. fresh bluebacks.

Str. Bryda F., seining, 130 bbls. fresh bluebacks.

Str. Jeffery, seining, 100 bbls. fresh bluebacks.

Str. Unknown, seining, 60 bbls. fresh bluebacks.

Str. Yankee, seining, 80 bbls. fresh bluebacks.

Str. Nashawena, seining, 200 bbls. fresh bluebacks, 3 bbls. fresh mackerel (went to Boston).

Sch. Senator Gardner, Port Daniels, Newfoundland, 320,000 lbs. salt cod, 1000 gallons cod oil.

Sch. Veda M. McKown, via Boston.

Sch. Lillian and Jennie, via Boston.

Sch. Edith Silveria, via Boston.

Sch. Fitz A. Oaks, via Boston.

T wharf's fleet this morning consisted of 12 fares, including three fresh mackerel fares taken yesterday off Cape Cod.

The largest fare of the morning is the Provincetown sch. Mary C. Santos with 53,000 pounds. The new steam trawler Wave is also in with 42,000 pounds, while sch. Quannapowitt has 35,000 pounds.

Wholesalers paid \$2 to \$2.75 a hundred for haddock, \$4 for large cod, \$2.75 for markets, \$1.50 to \$3 for hake, and \$1.50 to \$1.75 for hake. Swordfish ruled high, a small lot cleaning up for 16 3-4 cents a pound.

#### Boston Arrivals.

The fares and arrivals in detail are: Str. Wave, 42,000 haddock, 500 cod, 1000 lemon sole.

Sch. Mary C. Santos, 17,000 haddock, 22,000 cod, 14,000 hake.

Sch. Quannapowitt, 7000 haddock, 19,000 cod, 9000 hake.

Sch. Muriel, 6000 haddock, 13,000 cod, 2500 pollock.

Sch. Boyd and Leeds, 7000 haddock, 10,000 cod, 2000 pollock.

Sch. Jubilee, 6000 haddock, 15,000 cod.

Sch. Appomattox, 28,000 pollock.

Sch. Wodan, 2500 pollock.

Sch. Monarch, 9000 tinker fresh mackerel, 12 bbls. salt mackerel.

Sch. Ralph L. Hall, 6000 mixed fresh mackerel, 20 bbls. salt mackerel.

Str. Mildred Agnes, 9000 tinker fresh mackerel.

Sch. Pearl, 1 bbl. fresh mackerel, 3 swordfish.

Str. Enterprise, 30,000 mixed fresh mackerel.

Haddock, \$2 to \$2.75 per cwt.; large cod, \$4; market cod, \$2.25; hake, \$1.50 to \$3; pollock, \$1.50 to \$1.75; swordfish, 16 3-4 cts. per lb.; fresh mackerel, large, 30 cts. each; mediums, 8 cts. per lb.; tinkers, 6 and 6 1-2 cts. per lb.

## SALT MACKEREL ARE GOING UP

Three more fares of fresh mackerel reached T dock, Boston, this morning, for which the dealers paid good prices.

The crafts are schs. Monarch, Ralph L. Hall and steamer Mildred Agnes. Yesterday afternoon, steamer Enterprise arrived with a fare of 30,000 mixed fish.

Large fresh mackerel sold at 30 cts. a piece, medium and small, eight cents and tinkers, six and six and one half cents a pound.

Sch. Arthur James brought down from Boston 105 barrels of medium salt mackerel, 70 barrels of mediums, eight barrels of which are rimmed, and 35 barrels of tinkers. Capt. Devine has been offered \$10 per bbl. for tinkers, \$20 for plain mediums and \$23 for medium rimmed mackerel.

The fares of salt mackerel of sch. Saladin sold to the Cunningham & Thompson Company.



# PORTLAND MARKET BETTER AND WORSE

## Former on Mackerel and Later on Halibut As Compared With Prices Here.

One of the best fares brought in at Portland for a long time was that of sch. Effie M. Morrissey, Capt. Harry Ross, which arrived Wednesday from a four weeks' trip on Georges. She hailed for 16,000 pounds of halibut, 25,000 pounds of salt cod and an equal amount of fresh fish. The halibut were purchased by Capt. Fred Harty for the New England Fish Company, he paying 12 cents per pound right through, and the schooner will proceed to Gloucester with the balance of her catch. The schooner will stock in the vicinity of \$3500 as the result of her trip.

Another good fare was landed at Portland Wednesday by the Portland schooner Albert W. Black, she having over 20,000 pounds of market fish, her catch being most acceptable to the dealers as a relief to the great scarcity which has prevailed in the local market the past week. The catch was mostly hake, which sold well, four cents per pound being paid for the 3000 pounds of cod in the lot. A 200 pound shark which was brought in on the schooner's deck which had been killed by Andy Conley, one of the crew after a hard tussle, while fishing on the Kettle Bottom.

Taken altogether, there was more animation around the fishing wharves at Portland Wednesday than has been noticeable for some time. Nearly a dozen mackerel draggers came in with catches of from 100 to 250 fish, taken in the vicinity of the lightship, the fish being of good size, and selling at from 11 to 13 cents per pound. Some good sized lots of market fish were landed by the boat fishermen, while large quantities of sardine herring were received, the sloop Varuna bringing 280 bushels for the South Portland factory, the fish being caught in the vicinity of Clapboard Island where they are reported in great plenty.

The schooner Bernie & Bessie which disposed of a trip of swordfish in Boston Monday has returned to Portland and will now fit out for trawling.

### Lunenburg Home.

With 1800 quintals of codfish in her holds, the Lunenburg fishing schooner Una A. Saunders, Capt. Scott Corkum, arrived at Halifax, Monday morning from the Newfoundland Banks. The Una A. had pretty stiff weather during the voyage to Halifax and ran into a heavy squall Monday afternoon, but came through undamaged.

The schooner is regarded as one of the trimmest sailing out of Lunenburg and at Pickford & Black's wharf looked none the worse after three months spent on the Grand Banks.

### Another Lunenburg Bound Home.

With 1000 quintals of fish, the sch. Hlawatha reported at Halifax from the banks Monday and cleared for Lunenburg.

### Swedish Mackerel and Herring Fisheries.

Up to August 10 reports received from the Swedish mackerel and herring fishermen have been rather discouraging. In fact, the mackerel fishery is already declared to have been a failure, but the herring fishery has not advanced far enough to afford sufficient material for estimates as yet.

The Swedish fishermen are scattered over a large area. They fish not only in the neighboring waters of Kattegat and Skagerrack and along the shores of the North Sea, but are seen off Iceland and the shores of Scotland as well.

The herring fishery with trawls commenced off the west coast of Sweden the first of August, and the whole of the Goteborg trawl flotilla, with the exception of a few boats which are in Iceland waters, are taking part. This fishery should yield on an average of 100 cases a boat per day (a case equals 2.84 bushels). Prices vary depending on the size and quantity of the catch, from 10 to 20 crowns (\$2.68 to \$5.36). Some of the herring taken during a recent stormy period were injured and brought only 40 cents a case.

The drift-net herring fishery is also said to be yielding poor results. The first lot of Iceland herring arrived in Goteborg August 3 by the steamer Aina, 2000 barrels packed and salted. A German trawler arrived on the same date with about the same quantity.

The Scotch herring fishery, it is reported, had up to July 19 yielded 608,534 barrels of salted fish, against 1,001,000 for the same period in 1912. The German herring fishery, it is said, had up to July 27 yielded 98,067 barrels, against 59,484 barrels during the same time in 1912 and 79,600 barrels in 1911. The Dutch fishery, according to report, was 101,500 barrels up to July 27, against 54,195 barrels in 1912 and 87,119 barrels in 1911.

The mackerel fishery off the Swedish coast and in the North Sea is yielding poor results this season. The coast fishery with purse seines takes place chiefly along the Danish coast. The catch has been averaging from 10,000 to 20,000 fish a day per boat, but the mackerel are small and brought only 20 or 30 ore (5.35 to 8.04 cents) per score.

More than 100 boats from the Swedish west shore have already returned from the trawl-line mackerel fishery in the North Sea, and during the four weeks the fishery lasted the average catch a boat per day was at best 2 or 3 barrels. More than half of the boats have not made any catches at all.—Consular Reports.

### On the Railways.

Sch. Ingomar is on the Rocky Neck railways.

Sch. Vanessa and the Boston pilot boat Louise are on Burnham Brothers' railways.

Steamer Geisha is on Parkhurst's railways.

### Mackerel on Nova Scotia Coast.

Scattering mackerel were taken in the nets along the Western shore Monday and tinkers were reported schooling off Portuguese Cove, N. S. A few halibut and cod were taken off Meagher's Beach.

No sailings today.

### TODAY'S FISH MARKET.

#### Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.50; snappers, \$3.  
Salt trawl bank cod, large, \$4.50, medium, \$4; snappers, \$3.  
Drift codfish, large \$4.75 per cwt.; medium, \$4.25.  
Eastern halibut codfish, large, \$4.75; medium, \$4.25.  
Georges halibut codfish, large, \$4.75; medium, \$4.25.  
Flitch halibut, 8 3-4 cents per lb.  
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.50.  
Hake, \$1.75.  
Pollock, \$1.50.  
Haddock, \$1.50.  
Salt mackerel, \$26 per bbl. for large; \$21 for medium; \$9.75 for tinkers.

#### Fresh Fish.

Splitting prices:  
Haddock, \$1 per cwt.  
Eastern cod, large, \$2.25; medium, \$2; snappers, 75c.  
Western cod, large, \$2.35; medium, \$2.10; snappers, 75c.  
All codfish, not gilled, 10c per 100 pounds less than the above.  
Hake, \$1.15.  
Cusk, large, \$1.70; medium, \$1.25; snappers, 50c.  
Dressed pollock, 80c; round, 70c.

Fresh shad, \$4 per bbl.  
Fresh herring, \$3 per bbl. for bait; \$1.50 to salt; \$1.60 to freezer.  
Fresh bluebacks, \$3 per bbl., for bait; \$2 to freezer.  
Bank halibut, 13c per lb. for white and gray.

### Fought With a Shark

To island fishermen of Maine, named Leonard and Todd are reported to have had the time of their lives on Sunday Morning. They started out early in the day in a Hampton boat hoping to pick up one or two swordfish in the vicinity of the lightship. As related to us they discovered what they supposed to be a swordfish and immediately put a lance into it when it was quickly discovered that they had tackled the wrong kind of fish, a huge shark coming to the surface and making for the boat with his mouth wide open, furiously mad. The terrified fishermen claim that he attempted to get into the boat, biting the gunwales so hard that he tore off a portion, and paying little attention to the blows showered on him with lance and boat hooks. Finally getting him clear of the boat the sail was hoisted and a quick getaway made from the dangerous locality, the infuriated man eater, which the fishermen say was nearly 10 feet long, chasing them for half a mile.

### Movements of the Fleet.

Sch. Rose Standish is fitting for pollocking under command of Capt. Charles O'Neil.

Sch. Tecumseh is fitting for shore fishing in command of Capt. Alex Brewton.

Schs. Onato, Capt. J. Henry Larkin and Sylvania, Capt. Jeffery Thomas, have abandoned shacking and will now engage in the fresh haddock fishery.

Not New Here.

A firm of Grimsby fish driers has made an innovation in the industry says the Fishing Gazette. Instead drying fish outdoors in the time-honored way, they hang the fish indoors and force compressed dry air into the chamber. The advantages of the method are obvious, and it is likely that the fish-drying industry of Grimsby will be revolutionized, as the method saves both time and space and the drying of the fish is not dependent upon the weather.

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### Pensacola Arrivals.

All vessels fishing from Pensacola are bringing in good trips. Arrivals last week were as follows:

Snappers, Group	
Mineola	24,300
Emma Jane	13,225
Osceola	10,580
Clara Sewall	20,365
Galatea	4,110
Nautilus	1,800
Aleina	25,140
Sea Em	3,310
Ruth Welsh	12,180
Cavalier	17,155
Lottie Haskins	5,010
John Keen	13,985
Flora Sears	29,620
Priscilla	2,175
Emily Cooney	11,840
Sheffeyld	11,035
Fish Hawk	13,495
Wallace McDonald	10,610
Mary E. Cooney	29,660

### Two More for Pensacola.

Two additional smacks will be added to the E. E. Saunders fleet of fishing vessels in December. The Francis Sylvia and Maud F. Silva have been bought from New England parties and will be brought to Gulf waters early in December.

It is understood that Capt. Frank Cooney, who has fished out of Pensacola for a number of years, will command one of the smacks on voyage south. Capt. Cooney brings a smack down from New England waters about every year and in bringing down the smack this year will be carrying out his annual custom of navigating a smack south, and fishing off Pensacola for some time before turning to New England.—Pensacola News.

### Mackerel Catch and Imports.

The catch of mackerel for the week ending September 19 was 882 barrels fresh and 605 barrels salt. The salt week in 1912, 3804 barrels of fresh and 717 barrels salt were landed. Imports of fresh mackerel at Boston to date are 14,169 barrels against 4977 barrels for the corresponding length of time in 1912.

The catch of fresh mackerel by the fleet to date is 40,371 barrels. In 1912 to this time it was 29,952 barrels. Imports of salt mackerel received at Boston to date total 6648 barrels. In 1912 for the same length of time, 6 barrels were received.

The catch of salt mackerel this year is 5375 barrels against 5637 barrels last year.